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STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

ANNUAL REPORT

1994 ◆ 1995

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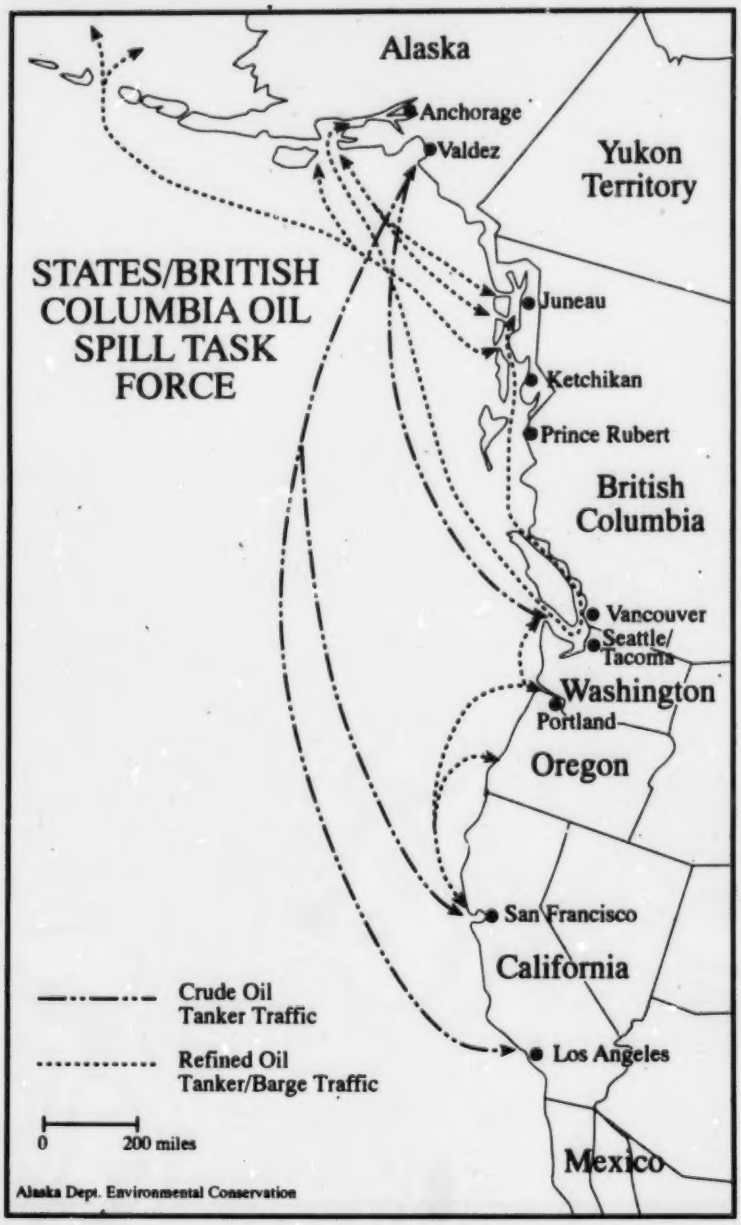

Four Pacific coast states and the Province of British Columbia have combined resources to form the States/British Columbia Oil Spill Task Force. The map shows important transboundary marine transportation routes for crude and refined oil that may potentially impact Task Force members.

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PREFACE

The States/British Columbia Oil Spill Task Force was formally created by a Memorandum of Cooperation signed in 1989, following two west coast oil spill incidents: the first involved the barge *Nestucca*, which spilled oil off the coasts of Washington and British Columbia in December of 1988; the second incident was the catastrophic spill by the T/V *Exxon Valdez* in Alaska's Prince William Sound in March of 1989. These events highlighted the common concerns shared by west coast states and British Columbia related to spill risks from coastal tanker traffic routes, the need for cooperation across shared borders, and a shared zeal among west coast citizens of both the U.S. and Canada to protect their unique marine resources.

The Oil Spill Task Force published a major report in October of 1990 which included 46 joint recommendations for spill prevention and response, as well as a number of recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs; they are also reflected in the U.S. Federal Oil Pollution Act passed in 1990 (OPA '90), and subsequently in the Canadian Shipping Act Amendments adopted in 1993.

As these state/provincial and federal policies and programs are implemented, the continuing focus of the Task Force is on fostering regulatory consistency, sharing information and resources, and coordinating development and implementation of new policies and programs.

◆

This Annual Report of the States/British Columbia Oil Spill Task Force is submitted to the Premier of British Columbia and the Governors of California, Oregon, Washington, and Alaska, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member jurisdictions from August 1994 through July 1995, which is the period of activity between Task Force Annual Meetings.

This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry except as may have occurred in response to or in cooperation with a Task Force or member jurisdiction initiative.

GOALS, MISSION, and OBJECTIVES

OUR MISSION:

The mission of the States/British Columbia Oil Spill Task Force is to strengthen member agency efforts to prevent, prepare for, and respond to marine oil spills on the west coast by exchanging information, sharing resources, developing a consistent approach to regulatory standards, reviewing current legislative authorizations and making recommendations for necessary changes, and advocating for our common interest on national and international issues.

OUR GOALS:

To prevent oil spills on the west coast...both large spills that occur rarely but cause catastrophic impacts, and small spills that occur daily and have an equally devastating cumulative effect.

To coordinate communication, policy development, response capabilities, prevention and preparedness initiatives, and education in order to maximize efficiency of effort; to learn from one another and share ideas and "products."

To clarify the roles and responsibilities of state and provincial agencies and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts.

To advocate in national and international arenas on selected issues of common concern, earning respect through credibility, clarity of purpose, and collaboration.

To work cooperatively with federal agencies, vessel operators, the oil industry, response contractors, interest groups, and all concerned citizens to create opportunities for political and technological breakthroughs by serving as a catalyst for progressive change.

To educate the public on the impacts of oil spills and issues relating to spill prevention, response, and remediation.

To serve as a model of cooperation and coordination for the rest of North America.

OUR OBJECTIVES

Spill Prevention: Develop and encourage implementation of a model spill prevention program for both facilities and vessels.

Spill Preparedness and Response: To enhance response capabilities on the West Coast.

Communications: Improve communications within the Task Force and with the public, and improve strategies for public involvement in Task Force activities.

FROM THE EXECUTIVE COORDINATOR

This has been our first full year of activity pursuant to the 1994-1999 Strategic Plan, and it has proven to be both hectic and productive. It has been particularly exciting to begin our project of defining oil spill prevention with a focus on "human factors." Much research and thought has already been focused on this topic, and we relied on a variety of resources to compile spill prevention recommendations for tankers, tank barges, bunkering operations, private boat owners, marinas and boatyards, and marine storage and transfer facilities.

We have also completed reviews which examined the use of two alternative response technologies: in situ burning and dispersants. Our reviews highlighted the fact that environmental impacts are affected by an exceedingly complex set of variables. Advance planning for data collection and review of environmental risk criteria are necessary in order to successfully weigh all the environmental trade-offs in any response decision, but especially those involving use of in-situ burning or dispersants.

We hope that our policy and procedure recommendations will facilitate response with regard to these difficult decisions. We are confident that our recommendations to facilitate mutual aid on the West Coast will guarantee more efficient response. In addition, our recommendations for reciprocal drill credit procedures should reduce redundant efforts by both our member agencies and the regulated industry.

The Task Force has benefitted greatly from the participation of interested persons from these various sectors on its project workgroups and in attendance at its meetings, and I am very grateful for their investment of time and experience in our efforts. I encourage our stakeholders to stay invested in our progress, for much remains to be done.

Over the next year the States/British Columbia Oil Spill Task Force plans to develop a West Coast position on vessel routing and pilotage issues; to promote consistent use of spill cause data in incident investigations as well as use of near-miss reporting policies; to serve as a medium for information exchange on such issues as revisions to national policies, the status of the TAPS tanker trade on the West Coast, decanting and salvage policies, and tug escort policies and technology; to advocate for resolution of U.S./Canadian transboundary response issues; to promote cooperative efforts to assess natural resource damages; and to continue as an advocate for the rights of states to set standards for the protection of their marine resources.

Our unique international Task Force exists to make the efforts of its members more efficient and to ensure that when the states and the province work with the oil industry, with federal agencies, and with oil spill response organizations, our collective efforts will be effectively focused on our mutual goals: oil spill prevention, preparedness, and response. In order to succeed in next year's ambitious range of endeavors, we will need patience, persistence, and perseverance. What's more, we will need the involvement of every West Coast citizen, in both the United States and Canada, who values our ocean and coastal resources. Complacency is not - and never will be - acceptable.

Oil Spill Task Force Activities and Accomplishments

❑ *Spill Prevention Projects:*

The Task Force Coordinating Committee has spent this year developing recommendations to prevent marine oil spills caused by human error. Although incident databases are generally weak when it comes to clearly identifying spill causes, there seems to be agreement that human factors are at the root of roughly 80% of all spills, as compared to equipment failure or external factors such as weather. Of course, even equipment failure can often be accounted for by human errors, so we made a somewhat artificial distinction for planning purposes and decided to address human factors this year, with navigational and operational issues to be addressed in the future.

Washington's Office of Marine Safety recently developed Best Achievable Protection spill prevention standards based on the information provided by tanker owners and operators as well as the input of an advisory committee. The Task Force drew heavily on their work to develop our spill prevention recommendations for tankers and tank barges, and incorporated human factor elements from their bunkering regulations as well. We also turned to Washington to develop our spill prevention recommendations for facilities, drawing heavily on the Washington Department of Ecology's Facility Personnel Training and Certification Rule. In addition, we drew on regulations and guidelines from other West Coast agencies, the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code), elements of the American Waterways Operators' Responsible Carrier Program, and recommendations for prevention of small spills from boat owners, marinas, and boatyards as developed by members of the Pacific Oil Spill Prevention Education Team. We also referred to various conference papers and presentations, plus comments and suggestions from experts in the field of oil spill prevention as well as concerned citizens.

Our human factor spill prevention recommendations for tankers and tank barges focus on management policies and programs; watch practices such as navigation watch, engineering watch, anchor watch, and security rounds; emergency procedures; training and evaluation; work hours; language proficiency; drug and alcohol use policies; and crewing requirements.

For bunkering operations, our recommendations focus on the responsibilities of both the receiving and delivering vessels, including pre-

loading plans, training, communications, work hours, access, and emergency procedures.

For facilities, our recommendations will cover management policies, drug and alcohol programs, work hours, security and emergency procedures, training standards, and certification programs.

To prevent small spills, our recommendations focus on regular and careful maintenance by boat owners as well as responsible management by owners and operators of marinas and boatyards. The Task Force and its members also continue to participate in the "Spills Aren't Slick" program in cooperation with the Pacific Oil Spill Prevention Education Team.

Recognizing that marine salvage can prevent the spilling of oil once a casualty has occurred, Task Force Members adopted a Resolution on Marine Salvage in October of 1994. The Members called on the U.S. and Canadian Coast Guards to require owners of all commercial vessels, not just tankers, to demonstrate salvage capability. They also encouraged responsible federal agencies to ensure that area contingency plans address salvage capability, called on the U.S. Congress and the Canadian Parliament to review and update national salvage policies, and recommended that new escort and offshore tugs be built to ensure salvage capability.

❑ ***Preparedness/Response Projects:***

Thanks in large part to the participation of member agency staff and key stakeholders, we completed four projects focused on enhancing our preparedness status and our ability to respond to oil spills:

Dispersants: The Dispersants workgroup recommended that all Task Force jurisdictions develop procedures for expedited decision-making regarding the use of dispersants. In order to do this, they recommended that the environmental criteria developed by Alaska and Washington be used to weigh the environmental trade-offs which are inherent in every spill response decision. For example, dispersants move oil from the water's surface down into the water column, thereby increasing the potential for impacts on fish and other aquatic resources. However, dispersing an oil slick can prevent it from oiling and killing marine birds and mammals, and impacting their feeding or breeding habitats. The group further recommended sharing results of California's ongoing studies on dispersant efficacy and toxicity, as well as the results of a study contracted by Washington to develop a water quality monitoring plan for dispersant use, and recommended that the

response industry invest in the equipment necessary to facilitate dispersant use.

The Dispersants Workgroup was co-chaired by Dick Logan of Washington Ecology and Don Lollock of the Office of Spill Prevention and Response (OSPR) of California Fish and Game; Ken Warheit of the Washington Department of Fish & Wildlife chaired the Technical Subcommittee. Other workgroup members included Mike Sowby of OSPR; Rebecca Hoff and Sharon Christopherson of the National Oceanographic and Atmospheric Administration (NOAA); Roger Helm of U. S. Fish and Wildlife; Ken Wile and Fred Beech of Environment Canada; Lt. Don Noviello of the U.S. Coast Guard, 13th District (observer); Anita Miller and Skip Onstad of the Marine Spill Response Corporation (MSRC); Larry Dietrick of the Alaska Dept. of Environmental Conservation (ADEC); Paul Slyman of the Oregon Dept. of Environmental Quality (ODEQ); Stafford Reid of the B.C. Ministry of Environment, Lands, and Parks; and Chris Field of the U. S. Environmental Protection Agency (EPA).

In Situ Burning: As with dispersants, this workgroup also recommended use of this alternative response technology if there is a net environmental benefit. If burning an oil slick can keep it from impacting sensitive environments and species or reduce exposure to the toxic evaporative products of a slick, and if human exposure to the smoke plume can be kept to safe levels, then in situ burning is recommended for consideration as a response tool. The workgroup also recommended a streamlined decision-making process be established in each member jurisdiction; recommended that the Center for Disease Control develop a one-hour exposure limit for the particulate matter in the smoke plume; recommended further research into the air quality impacts of toxic components of the plume as well as the volatiles of an unburned oil slick; recommended that the response industry invest in the necessary equipment for conducting in situ burning; and recommended that public education on the issues involved in the use of in situ burning be a priority for member jurisdictions.

Lin Bernhardt of the Washington Department of Ecology chaired this workgroup, which included Stafford Reid of B.C. Environment, Kraig Gallimore of the Texas General Land Office, Larry Dietrick of ADEC, Roland Miller of the Clean Sound Cooperative, Lisa Stone of MSRC, Martyn Green of Burrard Clean, Yvonne Addassi of OSPR, Mary Lou Perry of ODEQ, and Fred Felleman for the Washington Environmental Council.

Mutual Aid: This workgroup recommended a process for facilitating mutual aid among Task Force members based on adoption of a pre-approval status by each jurisdiction. Each member agency now sets response benchmarks for regulated plan holders; according to this recommendation, with notice to the agency, a plan holder would be allowed to default to a minimum benchmark for a period not to exceed 30 days if his/her response equipment had been requested by an federal On-Scene Coordinator for use in a spill response in another West Coast jurisdiction. While these minimum benchmarks may vary among captain-of-the-port regions on the West Coast, they would be established in advance to facilitate rapid response. The group also offered recommendations for resolution of U.S./Canadian transboundary response issues.

Jon Neel of the Washington Department of Ecology chaired this project workgroup. Other members included Tom Murphy of the West Coast Shipping Company; Joe Haley of Texaco Refining & Marketing, Inc.; Trygve Enger of Foss Environmental; Cmdr. Harlen Henderson, USCG 11th District; Barry Ogilby and Bill Park of MSRC; Lt. Wilson, USCG 17th District; Al Storm and Bob Sands of OSPR; Paul Slyman of ODEQ; Roy Robertson of Washington OMS; Chris Pace of ADEC; Lt. Don Noviello of USCG 13th District (observer); Stafford Reid of BC Environment; Beth Feeley of US EPA; Colin Wykes of Environment Canada; Roland Miller of Clean Sound Cooperative; Martyn Green of Burrard Clean; and Darryl Waldron of Clean Seas Cooperative.

Drills/Exercises: Now that most Task Force member agencies - as well as the federal agencies - are approving contingency plans within their jurisdictions, they are beginning to implement requirements for drilling and exercising those plans. After coordinating review and comment on the U.S. National Preparedness for Response Exercise Program (NPREP), this workgroup recommended procedures which allow Task Force member agencies to grant credits for drills or exercises conducted in other jurisdictions. While such credits will not be allowed to completely replace requirements to drill locally, it will help relieve the burden of redundant requirements or the number of drills required in a large jurisdiction like California. The group has also shared information on Incident Command/Unified Command training as well as drill and exercise schedules for the West Coast.

The project workgroup was initially chaired by Rob Floerke and Lisa Luhnow of OSPR; since November of 1994 the project has been chaired by Jack Geck and Bob Sands of OSPR. Other workgroup participants included Chris Pace and Larry Iwamoto of ADEC; Jack Wylie of ODEQ;

Stafford Reid of BC Environment; Ron Holcombe of Washington Ecology; Roy Robertson of Washington OMS; Joe Haley of Texaco Refining and Marketing, Inc.; Skip Onstad and Dave McLain of MSRC; Carl Fritzche of Chevron Shipping; and Karen Sahajian of the USCG, Headquarters.

In addition to completion of these four projects, we contracted with the International Wildlife Rehabilitation Council of Suisun, California to survey oiled wildlife rehabilitation services on the West Coast and report on their findings. Their report summarizes the existing capabilities of wildlife care facilities in Alaska, British Columbia, Washington, Oregon and California. A survey document was prepared with the advice of wildlife experts from these jurisdictions.

Categories for evaluation included: staffing capabilities and experience, staff safety training, utility availability, initial housing capabilities, capture and hazing equipment, medical equipment and supplies, washing facilities, facility ventilation and cleanability, food preparation, pre-release, and necropsy facilities. A summary evaluation was compiled on each respondent detailing capacity and available resources, and each jurisdiction was then reviewed for its composite resources. From this information base, recommendations were included to improve the capabilities of wildlife response and rehabilitation.

This spring, the Executive Coordinator and several member agencies have also been participating in an ad hoc group of state and federal trustees and industry representatives who are discussing areas of cooperation on Natural Resource Damage Assessment protocols. Their goal is to enhance the effectiveness and efficiency of conducting natural resource injury and damage assessments, and restoration.

❑ ***Program Consistency Review:***

Continuing this project from 1993-1994, we added a comparison of U.S. federal requirements to our comparison of contingency planning requirements for vessels and facilities; this document now provides a point of reference for further work on coordination of contingency planning and plan review. We also finalized our comparisons of state and provincial spill prevention requirements for vessels and facilities on the West Coast. Both finalized comparisons are available to Member agencies and the public.

❑ ***Communications:***

We continued to concentrate on our internal communications and our public involvement efforts during the past year. To facilitate communications among member agencies, the Executive Coordinator not only maintains a current Task Force contact list, but also a staff directory which allows member agency staff to contact each other directly on topics of common concern. The Executive Coordinator facilitates a bimonthly Information Exchange procedure which provides current information on member agency activities and topics of common interest; she also provides Members and staff with a monthly Management Report.

Public outreach efforts on behalf of the Task Force have been extensive. The Executive Coordinator maintains a mailing list of 450 interested persons in both the U.S. and Canada. Not only do these people receive a Quarterly Report on Task Force activities, but they also receive notice of every Task Force and Coordinating Committee meeting. Interested stakeholders are also given an opportunity to comment on our Annual Workplan and our draft project reports. As noted above, we also solicit the involvement of interested persons in our project workgroups; these groups meet "electronically" by phone and fax, which allows participation without high costs.

Our 1994 Annual Meeting was held in Juneau, Alaska and was attended by approximately 65 people. Speakers from U.S. and Canadian federal agencies, industry, response organizations, the Alaska Hazardous Substance Spill Technical Review Council, and the HAAS School of Business addressed issues of spill prevention and partnerships. Members received project reports, discussed the salvage resolution, and approved the 1994-1995 Annual Workplan.

The Coordinating Committee of the Task Force held its Quarterly Meetings in Olympia, Washington again this year. Notice of these meetings is sent to the Task Force mailing list, which includes key federal agencies, and at least a dozen persons have attended each meeting. Dr. Marc Mandler addressed the Coordinating Committee at their Winter meeting on February 7, 1995. Dr. Mandler is a research psychologist and manager of the Systems Analysis Branch at the U.S. Coast Guard Research & Development Center; he formed the current Human Factors Research Program at the Center in 1990.

The Executive Coordinator was invited to report on Task Force activities to Chevron's Environmental Functional Team Workshop in October and to the Spills Advisory Group of the American Petroleum Institute in April. In

addition, she summarized the oil spill prevention initiatives of member agencies for the Third Annual Oil Spill Prevention Conference in Washington in November, and submitted a paper on that topic to the British Columbia Conference on Marine Spill Prevention in April.

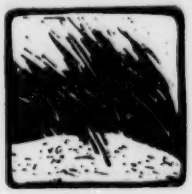
The Executive Coordinator represented the Task Force at the National Preparedness for Response Exercise Program drill in Santa Monica last September; at the Marine Spill Response Corporation's Government Information Forum in Houston last October, and at the Shallow Water Response Workshop in San Francisco last October. In addition, she participated in a workshop on U.S./Canadian transboundary spill response issues in Halifax, Nova Scotia on behalf of the Task Force in December. She also attended a conference on international concerns regarding vessel control by flag states (where the vessel is registered) as balanced by port states (where the vessel calls). Whenever travel to such meetings provides the opportunity, she has also met with key stakeholders in the area.

Also critical to our communications efforts has been our focus on submitting Task Force consensus comments on federal initiatives which would impact more than one member agency. Task Force consensus comments were submitted on U.S. federal draft rules or proposals covering such topics as response plan requirements of the Minerals Management Service, "Manning, Training, Qualifications and Watchkeeping Standards for Foreign Tank Vessels" (U.S.Coast Guard), "Overfill Devices" (U.S. Coast Guard), and "Natural Resource Damage Assessments" (National Oceanic and Atmospheric Association).

A new project under our Communications Objective calls for establishment of a process for member agencies to share information about research and technology transfer efforts and to develop strategies to coordinate those efforts, both among members as well as with other state and federal agencies. Don Lollock and Mike Sowby of the Office of Spill Prevention and Response of California Fish & game have taken the lead on this project, which will be ongoing. They will report to the Task Force at each Annual Meeting.

For additional information on any of the Task Force projects or efforts described in this report, please call Jean Cameron, Executive Coordinator, at (503) 229-5720 or write the States/British Columbia Oil Spill Task Force at 811 SW 6th Ave., Portland, Oregon, 97204-1390 (FAX:(503) 229-6954)

Task Force Member Agency Activities and Accomplishments



In addition to their dedication of staff and other resources to Oil Spill Task Force projects, our Member Agencies have been involved in a wide range of initiatives as outlined below:

ALASKA:

The Division of Spill Prevention and Response, Alaska Department of Environmental Conservation (ADEC)

❑ The 1993 Alaska Legislature appropriated $5,000,000 from the Exxon Valdez oil spill criminal settlement for oil pollution research. DEC was directed to use these funds to "enter into competitively awarded contracts with public or private entities for research programs directed to the prevention, containment, cleanup, and amelioration of oil spills within the State." In August of 1994, DEC issued a "Request for Statements of Interest and Qualifications" to conduct oil pollution research. A total of 38 detailed proposals were received. DEC staff evaluated 13 of these proposals which received the highest recommendations by peer reviewers. Final contract award decisions are pending in the Governor's Office.

❑ In the spring of 1995 DEC hosted a two-day tabletop exercise on the Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges/Releases (Unified Plan, Volume I). The exercise simulated a train derailment with a large amount of diesel and formaldehyde released. The primary objective was to train both government and industry staff on the contents of the Unified Plan and the functioning of the Unified Command's Incident Command System. Another important objective was to apply the lessons learned from this exercise to further improve the Unified Plan; revisions to the Plan will be published prior to the end of calendar year 1995.

❑ DEC has coordinated with the Environmental Protection Agency and the U.S. Coast Guard to further develop the ten Sub-Area/Regional Plans for the State of Alaska. These plans are intended to supplement the Unified Plan with specific response and resource information for each region. The Department's goal is to publish plans for the Southeast, Prince William Sound, and Cook Inlet prior to the end of calendar year 1995. The remaining seven plans are scheduled for publication over the next two years (prior to the end of calendar year 1997).

❑ New regulations changing the dollar amounts for proof of financial responsibility became effective November 26, 1994. This action was taken to implement provisions of AS 46.04.045 which require DEC to change financial responsibility amounts every three years according to changes in the consumer price index in the greater Anchorage area. The new dollar amounts went up 12.5%. Other legislation kept financial responsibility for all crude oil pipelines and offshore exploration and production facilities at the original dollar amounts. Financial responsibility dollar amounts for onshore production facilities were lowered and put on a sliding scale depending on production rates, and amounts for onshore exploration were lowered.

❑ DEC received 2,844 oil spill reports and 593 reports of hazardous substance spills. The Department responded to 857 oil spills and 84 hazardous substance spill reports. Based on these reports and responses, the Department estimates that 437,128 gallons of oil and 70,805 gallons of hazardous substances were spilled in 1994.

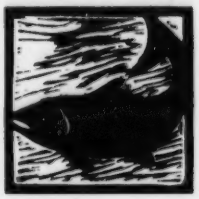
❑ Spill prevention and response plans for 72% of the regulated oil operations are completed. Plans for statewide non-crude vessels and the 22 Trans-Alaska Pipeline System tankers, and the Valdez Marine Terminal are nearly complete.

❑ A generic local response agreement was drafted for the State to enter into agreements with local communities for spill response. These agreements would allow the State to reimburse local communities for time and materials used in a response. Such responses would be as a first aid action in the event that no contract or other response organization is immediately available. The first agreement is in draft form with the City of Fairbanks.

❑ Two Nearshore Response Packages have been under contract for a year now. These packages consist of two strategically located high speed response vessels and a response barge. Included in these packages are boom, a recovery device and storage capacity for retrieving oil spilled close to shore. Members of the community and vessels of opportunity (fishing vessels) are trained to work with these packages, and there has been additional training with the Coast Guard and Harbormasters. A request for four more packages has been included in the FY 96 proposed budget.

❑ First aid response equipment is being located in remote communities throughout the State, both inland and nearshore. This equipment would be used by the local communities for response and replaced as needed by

the State. Each region of the State is adapting the equipment for spills that may occur in that particular region.



BRITISH COLUMBIA:

The Ministry of Environment, Lands and Parks

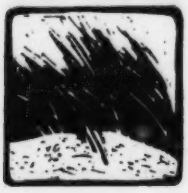
❑ In 1994, over 4,000 environmental emergencies were reported to the ministry. The two most notable marine incidents for 1994/95 were: 1) A pulp mill explosion in the Powell River which resulted in the largest single release of chemical chlorine into the marine environment in British Columbia's history; and 2) Spillage of over two tons of a styrene monomer chemical into the marine waters by the MV Fukushin at the Pacific Coast Terminals in Port Moody. Fortunately, no one was harmed in either event, but the verdict on the environmental impact is still to be determined. There were no major marine oil spills.

❑ Over 660 people from government, industry, and various communities were trained in basic oil spill response safety, shoreline cleanup, and wildlife rescue for marine oil spill preparedness. These trained individuals provide an important source of expertise and an increased capability to respond to a marine oil spill. This training was in partnership with industry and federal agencies.

❑ The BC Marine Oil Spill Response Information System (OSRIS) continued to evolve as an important tool for deciding which shores must be protected from oil and for establishing environmentally sound cleanup strategies in order to ensure maximum cost effectiveness and success. A significant product of OSRIS is the *Coastal Resource Oil Spill Response Atlas for the Southern Strait of Georgia*, which is essentially a "hard-copy" of the system.

❑ A Marine Pollution Prevention Workgroup of the Canadian Council of Ministers of the Environment (CCME) was established when the Honorable Moe Sihota, British Columbia Minister of Environment, Lands, and Parks raised the need to address marine spill prevention at both national and regional levels at the CCME Annual Meeting in November of 1994. The document titled *Spill Prevention: Committed to the Protection of Marine and Freshwater Environments* was provided at the meeting to set the context and scope of the work to be done. The four marine pollution prevention initiatives being addressed by the Workgroup are:

1. To examine the benefits of escort, rescue, and salvage capabilities for assisting ships. These capabilities include rescue tugs responding to



disabled or grounded oil tankers and major vessels, and escort tugs accompanying oil tankers while in transit;

2. To study the standards for marine spill prevention plans as part of the international ship management code;

3. To explore economic incentives to encourage industry to adopt proactive approaches and thereby encourage safer vessel operation, and to address opportunities to establish spill prevention funding; and

4. To study the feasibility of expediting the schedule for double-hulling of Canadian and foreign-flagged oil tankers and barges that pose a risk to Canadian waters.

These four studies considered both national and international perspective as well as regional west coast and east coast perspectives. Recommendations pertaining to each of these studies were provided to the Canadian Council of Ministers of the Environment.

❑ The Ministry co-sponsored an Oil Spill Prevention Conference on April 4, 1995 with the Washington Office of Marine Safety. The objective was to gain insight on the relative effectiveness of various spill prevention measures in order to guide future efforts to reduce the risks to our shared waters and vulnerable coastlines. The conference also provided an opportunity for 95 representatives from industry, consultants, educators and researchers, government, environmentalists, and the concerned public to join the Conference Panel in questioning invited speakers. The Conference Panel, consisting of Dr. Andrew Thompson, Dick Ford, and Peter Bernard, will review the proceedings and submit a summary report which will provide a basis to determine priorities for the development of public policy and coordinated actions.

CALIFORNIA:

The Office of Spill Prevention and Response (OSPR) of the California Department of Fish and Game

❑ Under California law, every marine facility and tank vessel Operator must prepare contingency plans which incorporate requirements for both spill prevention and spill response. OSPR used the experience of Washington and Alaska to develop plan requirements. Regulations became effective April 1; 1994 requiring the filing of plans with the OSPR Administrator. Currently, there are 1,164 tankers, 80 barges, 463 fixed facilities and 186 mobile transfer units affected by these requirements.

❑ OSPR is addressing tug escort issues through five harbor safety committees created by the California Act to improve navigational safety within the five major harbors of the state. Each of these committees is tasked with developing recommendations on tug escorts in their respective harbors which will subsequently be developed as regulations. Tug escort requirements for San Francisco Bay, Los Angeles/Long Beach, and Port Hueneme harbors have been implemented as interim rules; others are pending public review of regulatory proposals.

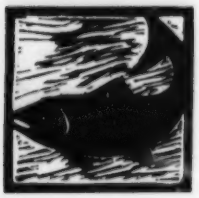
❑ California has also issued regulations requiring preventive measures during oil transfer operations at marine terminals, or during bunkering or lightering operations, which are a chronic source of small spills. In addition, the State Lands Commission requires an oil transfer operations manual for such transfer operations at marine terminals.

❑ As a joint venture with the Los Angeles Marine Exchange, the U.S. Coast Guard and OSPR established a new Vessel Traffic Information Service for the ports of Los Angeles/Long Beach to prevent ship collisions of groundings.

❑ OSPR has coordinated a comprehensive planning structure with the U.S. Coast Guard to meet the Federal mandate for Area Planning. Subjects such as environmentally sensitive or economically important areas, communications, chemical counter measures, natural resource damage assessment, wildlife rescue, and the use of volunteers have been discussed by a number of subcommittees on which OSPR has participated over the last year.

❑ Acknowledging that local jurisdictions will play an essential role in responding to oil spills in their immediate areas, and will have input to the Unified Command through the State representative; it is considered essential to have local response plans revised and exercised. A local grant program has been instituted to provide finding for such purposes; this program is administered by OSPR.

❑ California is also establishing a comprehensive wildlife rehabilitation program and will publish requirements for responsible parties which address long-term environmental damage caused by a spill. In addition to regulations which require certain planning and assessment activities, OSPR has completed a series of coastal transects to determine shoreline types and habitats; this provides comprehensive baseline data for wildlife rehabilitation and ecosystem restoration.



❑ A statewide Volunteer Program was developed to standardize procedures, forms, reference materials, and resources. A comprehensive drills and exercises program guidance document has been published on the matter.

❑ California law requires operators of small craft refueling docks to register with OSPR. The same law requires OSPR to develop an educational outreach program for this group to decrease the incidence of small spills. This effort is being coordinated with the "Spills Aren't Slick" campaign which the Task Force is co-sponsoring with the Pacific States Marine Fisheries Commission.

❑ In an effort to address navigation safety in the States's largest commercial ports, a comprehensive statewide vessel pilotage program is being proposed in California's Legislature. The proposed law would mandate state pilotage waters and establish certain baseline training, education, experience and qualification requirements. This program, administrated by the OSPR, would apply to all foreign flag vessels of 1600 gross tons or larger.

❑ California now has some of the strongest legal penalties for violations of oil spill laws in the nation. Criminal penalties can be levied against parties who knowingly violate certain sections of the California Act, including spill reporting and specified requirements established by the Administrator. Criminal penalties include up to one year in State prison and maximum fine of $500,000 per day. The Act also contains strict civil penalties which can be levied by the courts or in an administrative proceeding; the Administrator is currently developing regulations for such penalties.

❑ During 1994, California has a total of 196 vessel spill incidents. Of these, 40 involved vessels owned, operated or under contract with the U.S. Navy; 38 were sufficient to make a sheen on the water but not measurable; 69 were less than one gallon; and 170 were less than one barrel. Of those greater than one barrel, 14 involved diesel fuel totalling approximately 2,577 gallons; one involved a waste/bilge oil/water mix totalling approximately 60 gallons; one involved 50 gallons of coal oil; two involved 125 gallons of lube oil; one involved two barrels of fuel oil; one involved four barrels of crude oil; one involved 14 barrels of JP-5 (the largest single spill event); two involved a total of six barrels of bunker oil; and three involved four barrels of gasoline. These incidents occurred primarily at a shoreside berth, dock, wharf or pier in port or harbor complexes which routinely handle petroleum shipments and transfers, i.e., San Diego, Long Beach, Los Angeles, and San Francisco.

❑ OSPR has recently completed a comprehensive Coastal Protection Review addressing risk of oil spills from vessels and marine facilities. The Review provides specific recommendations to remedy deficiencies in identified spill prevention and response programs, and a timeline for implementation of such remedial actions. Action on these recommendations will move California's oil spill programs toward the legislatively mandated goal of best achievable protection of the State's coastal and marine resources.

❑ Statutes require that OSPR coordinate with state agencies in program and regulatory development affecting oil spill preventing and response. Through cooperative efforts and joint funding, twenty-two agencies are kept informed of all aspects of program development and regulatory proposals. The State Interagency Oil Spill Committee is charged with frequent meetings and information exchange regarding regulatory proposals. This committee held an emergency meeting in the Spring of 1995 to address crucial issues surrounding pipeline breaks resulting from heavy runoff from winter storms.

OREGON:

Spill Prevention and Management Section, Oregon Department of Environmental Quality (DEQ)

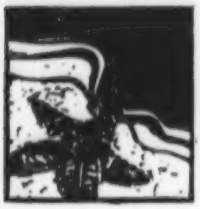
❑ The DEQ Emergency Response Section was renamed last year to the Spill Prevention and Management Section. Staff input indicated that this new name would better reflect the section's activities and show the emphasis on prevention.

❑ DEQ continues to develop Natural Resource Damage Assessment procedures in cooperation with other Oregon agencies.

❑ DEQ and the 13th District of the US Coast Guard have signed a Memorandum Of Agreement for cooperation in response to oil spill incidents on the coast and the lower Columbia River.

❑ The regional field offices of DEQ now have a recognized Spill Coordination program. There are Regional Spill Teams and team captains for the main field offices. The teams and captains do the DEQ spill coordination. They also work with the headquarters staff to resolve issues and obtain assistance, if needed.

❑ DEQ continues to evaluate Facility Risk Analyses, which are the prevention measures required under DEQ's facility contingency planning



requirements. To date, eleven facility contingency plans have been reviewed.

❑ Over the last year, DEQ has helped to a develop Geographic Response Plan (GRP) for the Lower Columbia River with Washington and the U.S. Coast Guard. Also, DEQ and the Coast Guard have developed five GRPs for the coast of Oregon: North Coast, South Coast, Tillamook Bay, Yaquina Bay and Coos Bay. Four other plans for the Middle Columbia River are being developed with Washington and the Environmental Protection Agency.

❑ DEQ participates on the Northwest Area Committee and its Drill and Exercises work group as well as In-Situ Burning workgroup, which recently finalized a policy on that issue.

❑ DEQ is cooperating with the Washington Office of Marine Safety (OMS) by providing office space for their field inspection office in Portland. This program is providing boarding and inspections for vessels on the Columbia and Willamette Rivers.

❑ DEQ coordinates with and provides input to Oregon's statewide Local Emergency Planning Committee on an ongoing basis. DEQ also works with the State Emergency Response Commission which is joint with the Oregon Interagency Hazard Communication Committee.

❑ DEQ has participated in the following drills and exercises during this period:

- Pacific Northern Oil Company - Willamette River Facility Exercise (July 1994)
- Marine Spill Response Corporation Exercise (August, 1994)
- Texaco Western Region Oil Spill Response Team annual Training Program (October 1994)
- Union Oil Company Portland Terminal Exercise (October 1994)
- Coos Bay Response Cooperative/Sause Brothers Exercise (October 1994)
- Portland HAZMAT Drill (November 1994)
- Coos Bay SURGEX (April 1995)

In addition, DEQ has also observed drills/exercises at:

- Pacific Northern Oil (July 1994)
- Time Oil, St. Johns and Linnton terminals (September 1994 and April 1995)
- Chevron USA, March 1995

❑ DEQ will be adopting the Northwest Area Contingency Plan as Oregon's oil and hazardous materials response plan. There have been coordination and education meetings between DEQ and other state agency and local industry. There will be more public meetings and further coordination with local governments and response agencies. The Northwest Area Contingency Plan is expected to be adopted by 1996.

❑ DEQ's involvement in significant events effecting waters of the state included:

- Collision between Tian Tan Hai and the barge Cascades; Occurred 19 miles off mouth of Columbia River - no spill (July 1994)
- Mystery oil slick on Columbia River Estuary (August 1994)
- Tanker Keystone Canyon collision with Astoria Megler bridge - no spill (October 1994)
- Columbia Helicopter diesel spill into Mosier Creek and the Columbia (January 1995)
- Graham Oil truck accident dumping diesel into Coos Bay (January 1995)
- Tugboat Susie Q sank in Klamath Lake, diesel and engine oil spilled (February 1995)
- Peterbilt facility oil spill into Swan Island Lagoon and Willamette River (February 1995)
- Petroleum cardlock facility, diesel into Alsea Bay at Waldport (March 1995)
- Webster Orchards, diesel pipeline broke, oil into Neil Creek, Hood River, and the Columbia River (April 1995)

❑ DEQ sponsored an Oil Transfer Locations Workshop to examine locations of bunkering, lightering, pipelines and bulk facilities throughout the Columbia and Willamette Rivers. Co-sponsors were Washington Department of Ecology and Office of Marine Safety and the U. S. Coast Guard. Over 50 persons attended and a final report is expected by the Summer of 1995.

❑ DEQ worked closely with U.S. Coast Guard, Marine Safety Office Portland, and the Office of Marine Safety to develop a spill data base for the Captain of the Port, Portland, zone.

❑ DEQ expects to grant final approval to the Marine Fire and Safety Association for its Oil Spill Vessel Umbrella Contingency Plan during the Summer of 1995. This plan covers almost 2,000 cargo vessels annually in the Columbia and Willamette Rivers. It serves as a national model for local jurisdictions to protect their waters.

❑ DEQ authored a paper detailing "Spill Response Strategies for Seasonal Variability of River Currents" for the 1995 International Oil Spill Conference.

❑ DEQ aided the development of an oil spill response organization in Coos Bay that provides coverage for commercial vessels.

❑ DEQ participated on the OMS Best Achievable Protection Advisory Group for tank vessels.

WASHINGTON:

Oil Spill Program, Department of Ecology

❑ The Washington State Department of Ecology manages spill prevention and response activities for oil handling facilities and is the state's lead agency for response to environmental emergencies statewide. These responsibilities are mandated under the 1990 Oil and Hazardous Substance Spills Act and the 1991 Oil Prevention and Response Act. Ecology's Spill Management Program is responsible for:

- Spill policy and rule development
- Spill prevention plan review and approval
- Spill contingency plan review and approval
- Emergency spill response and cleanup
- Natural resource damage assessment planning and coordination
- Inspections, drills and enforcement
- State and regional contingency planning
- Coordinating spill management with industry and other government agencies
- Public education and outreach regarding spill prevention and response activities
- Technical assistance

❑ In 1994, Ecology received and dealt with 3,430 reports of oil and hazardous substance spills statewide and conducted 820 field responses. This count was about the same as observed during each of the prior three years, indicating the number of spills reported in the state is leveling off after an increasing trend that has lasted for many years. In 1994, the agency also oversaw the successful cleanup and coordinated resource damage assessments for five significant oil spills of 1,000 gallons or more.

❑ Ecology served as co-chair on a federal and state committee (Northwest Area Committee) that completed the Northwest Area Contingency Plan.

This was a joint federal/state effort to consolidate all Pacific Northwest spill prevention and response plans into a single, unified plan. The Plan promotes regional coordination and direction for spill response participants, identifies their roles and responsibilities, and describes the means for activating and managing response resources in the event of oil and hazardous substance spills. Copies of the plan were sent to the Washington State Legislature for review. Participants in the effort included EPA and U.S. Coast Guard as well as the states of Oregon, Idaho and Washington. The resulting area plan will also serve as Washington's updated Statewide Master Plan.

❑ Ecology continued to provide public education, outreach, participation and information. Without public education and outreach, it would be nearly impossible to get Ecology's environmental prevention and protection efforts off the ground. The agency places a high priority on providing education, outreach and information opportunities to all citizens. In 1994, educators in the Spill Management Program led or took part in a wide variety of educational campaigns, public involvement activities and information efforts. Highlights include:

- Publication and distribution of Spill News
- Writing, editing, producing and distributing a wide array of written materials
- Participation in the Pacific Northwest Oil Spill Public Affairs Group
- Working with the Pacific Oil Spill Prevention Education Team
- Coordinating and facilitating a series of public workshops on in situ burning
- Providing public information support during emergency response
- Lending technical assistance to industry
- Furnishing technical expertise and assistance on public involvement

❑ On July 22, 1991, the Japanese fishing vessel Tenyo Maru and Chinese freighter Tuo Hai collided in heavy fog. The estimated 100,000 gallon oil spill damaged numerous natural resources including marine mammals, fish, shellfish and kelp beds. Most severely affected were the area's seabirds. On Oct. 14, 1994, the U.S. Department of Justice, the state of Washington and the Makah Tribe filed a complaint and consent decree under which the responsible parties will pay more than $9 million in civil penalties, cleanup costs and natural resource claims. The $9 million will be distributed to federal, state and tribal trustees for restoration projects. Another $3 million will go to the Coast Guard National Pollution Fund for cleanup costs. The Coast Guard will also recover a $500,000 civil penalty. Federal and state agencies and the Makah Tribe will receive the balance.

The vessel interests previously had paid more than $2.4 million to the fund for related cleanup costs.

❑ Ecology finished nine draft geographic response plans for Washington's marine waters. Geographic Response Plans (GRPs) lay out booming and collection strategies in priority order, as well as identify natural and logistical resources within a certain region. Each GRP evolved from a workshop where a diverse set of participants representing local, state and federal agencies, state tribes, environmental organizations and industry designed protection strategies and priorities, based on information about sensitive natural resources and local currents and tides. GRPs reduce confusion by clearly identifying response strategies needed to protect sensitive public resources in an area and by presenting unified priorities for strategy implementation. Recent spills have confirmed the value of GRPs.

❑ Ecology developed new spill response policies regarding "in situ" burning (controlled burning of oil spills in place) and decanting (discharging water that has been separated from oil during spill recovery operations). In 1994, the feasibility of in situ burning was tackled by a workgroup established by the Northwest Area Committee. Chaired by Ecology, the In Situ Burning Workgroup wrote a draft policy describing how and when in situ burning can occur in Northwest waters. The workgroup consisted of representatives from local, state (Oregon and Washington) and federal agencies, tribes, oil spill cleanup contractors and environmental groups. Of oil corralled for burning, in situ burning can remove up to 99 percent of the product from the water. Although in situ burning may not be suitable in all spill incidents, it is one more tool in the response toolbox.

❑ Ecology gave final approval of nearly 50 oil spill contingency plans covering major Washington oil handling facilities. Additionally, 39 Oil Handling Facility Personnel Training and Certification Program Plans were approved.

❑ Ecology adopted two oil handling facility prevention rules – the Operations Manual Standards and Operations and Design Standards. Ecology also completed a spill prevention guidance manual for use by facility and Ecology personnel involved with the Facility Operations and Design Standards Rule.

❑ Ecology participated in 50 spill preparedness drills and facility inspections.

❑ Ecology began using field citations, a new enforcement tool to discourage smaller oil spills under 200 gallons.

❑ Ecology continued development of an oil spill prevention program that includes plan review, facility inspections and technical assistance.

❑ Ecology has built a strong, comprehensive oil spill prevention and control program. The challenge in 1995 will be to remain on the cutting edge of spill prevention and response in the face of statewide budget shortfalls. Following a three-year focus on planning, rule writing and other developmental tasks, the Spill Management Program spent 1994 focused on carrying out its mandates. Implementation is the program's watchword for the future. The program's initiatives for 1995 include:

- Building a strong spill prevention ethic through facility inspections, prevention plan reviews and continued education and public awareness campaigns.
- Maintaining an efficient and cost-effective emergency response and state of preparedness.
- Forging a strong spill readiness capability and testing that program through spill drills and exercises.
- Seeking just compensation for natural resource damage done by spills and pursuing restoration programs that benefit the environment.

Office of Marine Safety

❑ After the Exxon Valdez spill in 1989 and two major spills along the Washington coast in 1988 and 1991, the Washington State Legislature passed the Oil Spill Prevention and Response Act of 1991. This legislation created the Office of Marine Safety (OMS), established a reserve account in the event of a major oil spill, and funded other spill related activities. OMS' mission is to reduce the risk of oil spills in Washington waters by promoting safe marine transportation. The agency's programs focus specifically on improving human performance as the most effective means to prevent oil spills.

❑ OMS' Screening Program evaluates cargo and passenger vessels entering Washington waters for relative risk posed to public safety and the marine environment. The OMS Screening Program uses a database of risk-related vessel data and a risk matrix based upon expert opinion of experienced Puget Sound mariners to screen vessels. The matrix prioritizes ships for boarding and inspection by monitoring personnel in the OMS field offices. For more information, contact Laura Stratton at (360) 664-3138.

❑ OMS' Vessel Monitoring Program focuses on cargo and passenger vessels identified by the Screening Program as a high priority for boarding, tank vessels, and bunkering activities. The purpose of the program is to monitor vessels and evaluate compliance with prevention plans, contingency plans, and other state, federal, and international laws. The OMS Puget Sound field office began operating November 1, 1993, and the Columbia River field office in Portland began operating August 1, 1994. Field office staff daily board ships entering Puget Sound and the Columbia River. For more information, contact Nina Carter at (360) 664-9132.

❑ In 1995 OMS will develop operating and management standards for measuring the substantial risk posed by cargo and passenger vessels. These standards will be based on the results of vessel boardings conducted by the OMS field offices and safety reports submitted by cargo and passenger vessels. For more information, contact Stan Norman at (360) 664-3142.

❑ The Tank Vessel Prevention Planning Program provides the best achievable protection of Washington's marine environment. Beginning June 7, 1995, owners and operators of tankers and tank barges must submit oil spill prevention plans demonstrating compliance with best achievable protection standards in (1) operating procedures, (2) personnel policies, (3) management practices, and (4) technology. For more information, contact Stan Norman at (360) 664-3142.

❑ The OMS Education and Technical Outreach Program provides timely and relevant information to the public and maritime community to promote informed marine safety decisions and facilitate compliance with state oil spill prevention laws. The program identified bunkering as its first priority and worked with a technical advisory committee to develop bunkering procedures in 1994. OMS is now implementing an education and monitoring program to reinforce these bunkering procedures. The program also provides technical assistance and develops program materials for other OMS programs. For more information, contact Barbara Felver at (360) 664-8765.

❑ All tank vessels and cargo and passenger vessels of 300 gross tons or greater must file oil spill contingency plans with OMS. The Contingency Planning Program is responsible for ensuring the capability for an effective response to vessel oil spills in Washington State waters. This is accomplished by reviewing and approving vessel oil spill contingency plans and evaluating drills. The Contingency Planning Program also

reviews and approves primary spill response contractor applications. For more information, contact Roy Robertson at (360) 664-9122.

❑ The OMS Marine Information System contains information on ships and casualties, vessel prevention and contingency plans, agents, owners, and other relevant data. OMS is now entering world-wide data on casualties, events, and personnel into the system. The system was developed for OMS, and is on-line and available to all OMS employees. OMS' Screening Program relies heavily on this information. For more information, contact Lou Burris at (360) 664-8120.

❑ Vessel incidents provide a unique opportunity to determine what went "right" and "wrong" in a particular vessel operation. OMS investigations focus on the human and organizational factors that lead to vessel incidents. Each investigation is an opportunity to develop prevention methods that may reduce the possibility of a similar incident occurring in the future. OMS investigates oil spills, groundings, fires, explosions, sinkings, collisions, allisions, losses of propulsion or steering systems, and incidents involving human error. Vessel investigations are entered in OMS' database and may be used to screen a vessel upon its next arrival into Washington waters. For more information, contact Bob Diaz at (360) 664-9116.

❑ Comprehensive prevention planning involves a high degree of interagency coordination with agencies and governments that share a responsibility for the Pacific Coast, Puget Sound, and the Columbia River. OMS works closely with the United States and Canadian Coast Guards, the Washington State Department of Ecology, the Oregon Department of Environmental Quality, British Columbia, and other West Coast states to avoid duplication of effort and maximize the use of resources on spill prevention programs. For more information about OMS' policy and planning activities, contact Bruce Sutherland at (360) 664-9118.

KEY TASK FORCE PERSONNEL

Members

Pete Bontadelli, Administrator
Office of Spill Prevention and Response, California Department of Fish and Game

Gene Burden, Commissioner
Alaska Department of Environmental Conservation

Thomas Gunton, Deputy Minister
British Columbia Ministry of Environment, Lands, and Parks

Barbara Herman, Director
Washington Office of Marine Safety

Langdon Marsh, Director
Oregon Department of Environmental Quality

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Rich Reiter
Oregon Department of Environmental Quality

Bruce Sutherland
Washington Office of Marine Safety

Executive Coordinator

Jean Cameron
States/British Columbia Oil Spill Task Force

DOCUMENTS AVAILABLE FROM TASK FORCE AGENCIES

Available from:

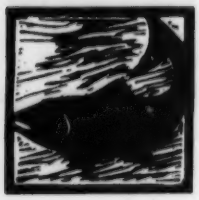
The Oil Spill Prevention and Response Division of California Fish and Game
P. O. Box 944209
Sacramento, CA 94244-2090

- Report to Legislature on U.S. Coast Guard Vessel Inspection Program
- California Oil Spill Contingency Plan
- Vessel Traffic Information System for Los Angeles/Long Beach Ports
- Briefing Paper for the Oversight Hearing of the Assembly Natural Resources Committee
- Guidance Documents:
  - Local Government Contingency Plans
  - Qualified Individual Requirements
  - Availability of Response Equipment
  - Vessel of Opportunity
  - Recreational and Economically Important Areas
  - Financial or Contractual Arrangements for Response, Containment, and Cleanup
  - Public Information During A Spill
  - Incident Command System
  - Workforce Safety Training Requirements
  - Notification Requirements
  - Booming Strategies
  - Waste Disposal
  - Oiled Wildlife Care
  - Natural Resource Protection and Oil Spill Countermeasures
- Coastal Protection Review (1995)
- California Pilotage Study (1995)
- Evaluation of Capabilities to Respond to Large Oil Spills in California Marine Waters (4/90)
- The Feasibility of Requiring New Technology for Oil Spill Prevention and Response (Report to the Legislature)

Available from:

The Washington Office of Marine Safety
P. O. Box 42407
Olympia, WA 98504-2407

- Review of the United States Coast Guard Tank Vessel Inspection Program (12/92)
- "Screening for Acceptable Risk: Washington State's Program for Screening Cargo and Passenger Vessels" (Update 1995)



- Bunkering Technical Advisory committee Report to OMS (5/94)
- Model Oil Spill Prevention Plan for Tankers and Sample Forms
- Model Oil Spill Prevention Plan for Tank Barges and Sample Forms
- Vessel Entry and Transits for Washington Waters (1993 & 1994)
- Prevention Bulletins, Safety Advisory Bulletins, and Program Fliers
- Contingency Planning Standards
- Rescue Tug Report
- Vessel Boarding Packet
- Bunkering Information Packet
- Safe Passages, OMS's Bi-Monthly Newsletter
- Related Rules and Regulations

Available from:

The Washington Department of Ecology
P. O. Box 47600
Olympia, WA 98504-7600

- Coastal Sensitive Areas Mapping Project Booklets (4/92):
  - Cape Flattery
  - Outer Coast
  - Strait of Juan De Fuca
  - Coastal Bays
  - San Juan Islands
  - Upper Puget Sound
  - Lower Puget Sound
- Draft Environmental Impact Statement: The Use of Dispersants as a Management Tool for Controlling Petroleum Spills (4/92)
- Washington Wildlife Rescue Plan (5/91)
- Crossing the Waters: A Study of the Water Transport of Bulk Hazardous Substances in Washington State; Final Report (3/93)
- Guidelines for Preparation and Review of Facility Oil Spill Prevention Plans (10/92)
- Spill Management; Annual Report (1994)
- Northwest Area Contingency Plan
- NW Area In Situ Burning Draft Policy and Questions & Answers
- Oil Spill Prevention Training & Certification Handbook (1993)
- Contingency Plan Review Manual and Checklist
- Guidelines to Prepare and Review of Facility Oil Spill Prevention Plan (1992)

- Approved Primary Response Contractors List
- Related Rules and Regulations

Available from:

The Alaska Department of Environmental Conservation
410 Willoughby Ave., Ste. 105
Juneau, AK 99801-1795

- State of Alaska Oil Pollution Control Statutes and Regulations, Department of Environmental Conservation, 1993
- Final Report: The T/V Exxon Valdez Oil Spill Response (3/93)
- Annual Report on the Oil and Hazardous Substances Spill Response Fund
- Industry Preparedness Program guidance documents and regulatory guidelines
- Oil Pipeline Risk Assessment, Cook Inlet, Alaska (11/93) (Belmar Management Service)
- Spill Response Program Brochure
- Spill Summaries
- Unified Plan: The Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges (5/94)
- In-Situ Burn Guidelines for Alaska (5/94)
- Response Training Manual
- Industry Preparedness Program Brochure
- The SPAR Division Video
- Nearshore Demonstration Project Brochure

Available from:

The British Columbia Ministry of Environment
3-1106 Cook Street
Victoria, BC, V8V 1X4, CANADA

- Provincial Government Emergency Management: A Strategy for Response (8/92)
- B.C. Coastal Marine Facility and Operating Standards Manual (11/91)
- Guidelines for Industry Emergency Response Contingency Plans (3/92)

- Coastal Resources Oil Spill Response Atlas: Southwest Coast of Vancouver Island (8/90)
- Coastal Resources Oil Spill Response Atlas: Southern Strait of Georgia (11/93)
- BC Environment Fact Sheet: Marine Oil Spill Planning and Response (8/92)
- Oil Spill SCAT Manual for the Coastlines of British Columbia; Procedures for Assessment of Oiled Shorelines and Cleanup Options (5/92)
- Oiled Marine Shoreline Cleanup Training Course (5/95)
- Basic Marine Oil Spill Safety Training Course (5/95)
- Marine Oil Spill Workforce Trainers Manual (5/95)
- Spill Prevention: Report prepared for the Canadian Council of Ministers of the Environment (11/94)
- Marine Oil spill Prevention Conference - April 4, 1995: Summary Report (7/95)
- The Double Hull Issue and Oil spill Risk on the Pacific West Coast (7/95)

Available from:

Emergency Response Section,
Oregon Department of Environmental Quality
811 SW Sixth Ave., 9th Floor
Portland, OR 97204-1390

- The Pacific Northwest Area Plan
- Geographic Response Plans for Oregon (updated on an ongoing basis)
- Oregon Oil Spill Program Annual Report (7/95)
- Oil Spill Prevention Summary, Vessel/Transfer Oil Spill Prevention Work Group (12/93)
- Columbia River Oil Transfer (7/95)

Available from:

The States/British Columbia Oil Spill Task Force
811 S.W. Sixth Ave.
Portland, OR 97204-1390

- Final Report of the States/British Columbia Oil Spill Task Force; Joint and Jurisdictional Recommendations for Spill Prevention and Response (10/90)
- Preventing Oil Spills: The Perspective from West Coast States and the Province of British Columbia (3/95)
- Sates/British Columbia Oil Spill Task Force Member Technology and Research Projects list; (updated annually)
- 1994-1999 Strategic Plan (2/94)
- Annual Workplans (1993-1994,1994-1995, 1995-1996)
- Annual Reports (1993,1994,1995)
- Quarterly Reports
- Summary Notes from Annual and Quarterly meetings
- Project Reports, Agreements, Resolutions